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THE 1888 RECORD!

New York, April 30, 1888.

We, the undersigned Advertising Agents, have examined the Circulation and Press Room Reports of THE WORLD, and also the amounts of White Paper furnished it by various paper manufacturers, and find that the Average No. of WORLDS Printed Daily in Jan. 1, 1888, to date is as stated, viz.:

288,970 COPIES.

(Signed)
Geo. F. Howells & Co., Danvers & Co.,
J. H. Bates, Gordon & Hull,
J. M. Erickson, Jno. F. Phillips & Co.,
M. H. Finkbeiner, A. A. Anderson.

Circulation Books Always Open.

THE PRESIDENT INDORSED.

President CLEVELAND was not only re-nominated with a unanimity and enthusiasm rarely seen before in a Democratic Convention, but his views and his policy are indorsed in the platform.

It is a great and deserved triumph. President CLEVELAND has not only given the country, on the whole, a safe, clean and conservative administration, but he has compelled Congress and the country to face and to consider the paramount issue of Tariff Reform and Tax Reduction, so long evaded and dallied with, while the people have been taxed to pay a surplus revenue of over \$100,000,000 a year.

The resolution explicitly "indorses the views expressed by President CLEVELAND in his last annual message to Congress as the correct interpretation of the platform of 1884 upon the question of tax reduction," and also indorses the efforts of the Democratic Congressmen "to secure a reduction of excessive taxation"—in other words, to pass the MILLER BILL.

With the candidate and the issue thus presented, the contest will be one of principles and policy. The President's courage has inspired and united his party. They can afford to "fight it out on this line if it takes all summer."

The campaign of 1888 opens auspiciously. It did not need the comprehensive denial of Mrs. FOLSON, nor the dignified and wisely letter of Mrs. CLEVELAND, to satisfy every decent man in the land that the latest slander against the President was a dastardly invention. Neither political nor personal enmities can maintain another campaign of scandal. The happy home life of the White House and the immense popularity of its charming mistress will protect the country against that. Any attempt to resort to the old weapons would result in a sweeping victory for the President.

It may comfort the plain, every-day American boys, who sometimes get reprimanded for whispering or laughing in church, to learn that Russian Duke CHARLES of Mecklenburg Strelitz has recently been put under arrest for eight days, by order of the Emperor, for a similar offense. What's the good of being a Duke if you can't whisper when you want to?

How very unreasonable in Foreman COTTON to expect that his cigarette girls can work without talking! Does he know the immense pressure to the square-inch of impudently chattered? Has he ever felt the strain of a fresh bit of gossip waiting to be communicated? Of course not. He's only a man.

There has been a great deal of talk to and about Labor, much of it well meant and some of it valuable. But when Labor speaks for itself, as in THE EVENING WORLD's series of articles from the Trades, the true inwardness of the situation and the real wants of the toilers are made known.

We are glad that Coroner LEVY is to push the case against the Electric Light Company which his jury held responsible for Lineman MURPHY's death. But, as has been said, "a corporation has neither a body to kick nor a soul to die." Has it a neck to stretch or a corpus to incarcerate?

The baseball battle of the newboys representing THE EVENING WORLD and the Detroit Journal is postponed until to-morrow at 10 o'clock, owing to the unexpected League occupancy of the Polo Grounds to-day.

These are great days for great ball-playing: a clear, bracing air, not too warm but just warm enough, and a sun that should inspire every man to do his duty.

When "Fighting PHIL SHERIDAN" says: "I am going to get well," the chances are in his favor. He has always been as good as his word in regard to a battle.

The St. Louis Convention evidently thinks that one good term deserves another.

June, you do us proud.

Knew Him Well.

(From the Chicago Tribune.)
"Where have I seen that man before? There is something about him that seems familiar."
"That man? That's Bleedon. Yes, he's familiar enough. Usually wants to borrow \$5 when he needs a new acquaintance the second time."

GOOD THINGS FOR THE TABLE.

Radiation, 8 cents.
Mackerel, 5 cents.
Butter, 15 cents.
Chestnuts, 10 cents each.
Wheatberries, 15 cents.
Fresh mackerel, 10 cents.
Sea bass, 8 cents a pound.
Blackfish, 8 cents a pound.
Kohlrabi, three for 25 cents.
New carrots, 5 cents a bunch.
Eggs, 15 and 20 cents a dozen.
Bananas, 25 to 40 cents a dozen.
Oranges, 50 cents to \$1 a dozen.
Havana sugar-loaf pineapples, 25 cents.
Best butter in the market, 28 cents a pound.
Cherries are very solid. Blacks, 50 cents; whites, 30 cents a pound.

Jefferson Market Civil Court.

Joe D. Costa is chief of the court squad.

William H. Costa, chief clerk, is a very courteous gentleman.

John McKeever, court officer, is one of the deacons of Spring Street Church.

Stenographer Kelly has been ill for some time at his home in Carnationville.

Whitfield Van Cott, the Senator's brother, has been recently added to the clerical force.

Paul Wells, one of the court attaches, is a prominent member of the Twenty-second Regiment.

City Marshal J. P. Neilson gets it alone in the absence of Louis McDermott, who is in St. Louis.

SEEN IN PLEASANT WEATHER.

Glady Bates walks over the big bridge occasionally.

John Stetson always rides and smokes 50-cent cigars.

Richard K. Fox strolls about the Hoffman art gallery.

William McKim drives a handsome turnout in the Park.

Neil Burgess is now in the Highlands, N. J. He did not walk there.

Ex-Judge Henry Hilton promenades on Fifth Avenue in pleasant weather.

John Jacob Astor prefers walking to riding and is seen on Broadway every afternoon.

Alderman Alfred Conkling is an amateur geologist, and takes long walks in the country.

Alfred Trumbull, the writer, does not walk, but runs towards Moultrie's in University place.

Eugene Tompkins, once known as "Soda" Tompkins, haunts Fourteenth street and Irving place.

Oriando Tupper, the manager of the Grant House, in the Catalina, walks in Central Park now and then.

Ed Griswold, who is to manage a handsome opera-house in Altoona, Pa., next season, is seen in Irving place every day.

WORLDLINGS.

The largest railroad system in the world is the Atchafalpa, Topeka and Santa Fe, which operates about 8,000 miles of road.

Adrian C. Anson, the famous baseball captain, is thirty-six years old and has been a ball-player since he was nineteen. In the twelve years that he has been with the Chicago Club it has won the championship six times.

Howard Seely, the Texas writer, who has become well known from his sketches of frontier life, makes one of a human skull for an inkstand. It once belonged, it is said, to a Mexican seafarer who was famous for his beauty.

Isabella, the Princess Imperial of Brazil and at present the Regent of the Empire, is forty-two years old and is the wife of the Comte d'Eu, a Prince of the Orleans family. She is said to be a woman with a will of her own, quite capable of directing the affairs of a government with energy and success.

Thomas Hardy the English novelist, lives at Max Hill, near Dorchester, his house being perched high up near Bradford, Co. in a neighborhood that is his Wessex stories. He prefers the quiet of the country for literary work, but is by no means secluded from London life, for he can reach the metropolis by rail within four hours.

Mrs. Mitchell, the wife of the Senator from Oregon, is a lady of medium stature with a well-rounded figure, who is noted for her excellent taste in dress. She has a lively and winning manner that makes her a favorite in society, but prefers her home life to any social triumph. Mrs. Mitchell was Miss Price and is of English parentage.

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BOATMEN

How They Live, Work and Maintain Their Rights.

BY

THOMAS F. MCCLERNAND,

Delegate of International Boatmen's Union No. 1, of New York, to Central Labor Union.

[WRITTEN EXPRESSLY FOR THE EVENING WORLD.]

The leading members of various organizations of workmen having discussed the merits, trials and triumphs of their respective bodies through the medium of the columns of THE EVENING WORLD, the pleasing duty now devolves upon me to perform a like office for the International Boatmen's Union No. 1, of New York.

We are perhaps the most complicated body of men within the ranks of the army of labor. To explain the meaning of various seeming incongruities that exist in our midst would necessitate more than THE EVENING WORLD's valuable space than I feel justified in asking for.

HOW THE BOATMEN ARE CLASSIFIED.

I will briefly state that we are divided and subdivided into grain boatmen, coal boatmen, canal boatmen and harbor boatmen; also into Sound boatmen, boat captains and boat owners, each division being possessed of an individuality peculiarly its own and not possessed by any of the other classes named.

The boat owner is the man who, having amassed a little sum of money, invests it in boat stock and then agrees to carry freight in that property for a certain consideration per ton.

As he may not be versed in the intricacies of loading and discharging, a man is hired who is fully competent to perform the same duties which would have devolved on him had he been sufficiently competent to assume the responsibilities of the position. This hired man is known as a boat captain and receives a certain consideration per month for his services. The other terms, as applied to the classes, are self-explanatory.

RENT FREE ON BOARD.

To the average New York resident any description of a boat would be superfluous. All are well acquainted with the thousands of floating homes that are moored to the various wharves in the city, the inhabitants of which enjoy the distinctive luxury of being the only residents of New York City who pay no rent to unscrupulous and capitalistic landlords.

But THE EVENING WORLD is not restricted to a purely local circulation, and for the benefit of its myriad readers scattered over the whole of the United States and Canada, and even other continents, making it a veritable world of information for all, it would be well to describe the boats upon which our members find employment.

Imagine an odd-looking white painted craft, 95 feet in length, 17 feet in width and 10½ feet in height, and you have the primary conception of the dimensions of the average canalboat. It is barren of masts or sails, and the motive power is furnished on the canals by mules or horses and on the rivers and bays by steam propellers, to which custom (the authority on all such matters) has given the name of steam tugs. One end is sharp-pointed and is termed the bow, the after end is termed the stern. In some classes of boats the stern is round and in others square.

THE BOAT'S CABIN.

In the bow hole is built a square box which in canal-boats answers the purpose of sheltering the motive power. Now in fancy accompany me to the stern of the boat and I will show you a neat cabin built there to accommodate the captain and his family, in lieu of a house, and in which all the appointments and apparel of an ordinary domicile are to be found. In the cabin proper it will surprise you to find so much room. We have stateroom, dining-room and usually two dormitories, each furnished with proper means of ventilation.

Imagine now a stout and bluff-looking man in the prime of health, clad in blue flannel shirt, slouch hat, dark trousers and red suspenders, with a small white badge on the right suspender, and you have before your mind the typical union boatman.

And now with regard to the benefits which our union proposes and the evils which we have partially remedied and are daily taking measures to totally exterminate.

The Boatmen's Union was organized April 5, 1886, with a working force of twenty-one members, including myself. Freight on coal cargoes at that time (that is previous to the formation and during the first months of the progress of the organization) were 16 and 17 cents per ton on the average, and boat captains were receiving the munificent salary of \$30 per month, or \$1 per day of twenty-four hours.

A VICTORY ACHIEVED.

In August, 1886, a strike occurred in the trade by order of the union, and when, one month later, a settlement was effected, a most signal victory for our members had been achieved. Boat-owners' freight was fixed at 25 cents per ton and captains' wages at \$50 per month. Demurrage was rated at \$4 per day after four days.

Our membership rapidly increased, our rooms were not large enough to hold our meetings, and we set about finding a more suitable place for our headquarters. This we succeeded in doing, and can always be found ready for all work that appertains to our business at 26 Albany street.